structed their 10,300 miles of railway at an average cost of 6,000*l.* a mile: we have constructed our 6,700 miles at an average cost of about 35,000*l.* a mile, or six times theirs. They charge the public less, and kill and wound fewer of them. They do not travel quite so fast, but they fall short of our speed by very little. They not only construct their lines for a sixth part of the capital cost of ours, but they work the traffic of them much cheaper. Mr. Derby, of Boston, tells us, says *Herapath*, that they work lines answering to our branch lines for 5*l.* a mile a week: ours cost about 15*l.*—the trunk lines much more. In point of accommodation for the public (says a New York correspondent of the *Leicester Mercury*) England is behind all countries where railroads are in existence. A rail laid on the turnpike road in American fashion, between Leicester and Nottingham or Northampton, or between London and Tring, with a long light carriage and engine, if a charter could be obtained, would teach the Midland and North-Western railways to afford more and better accommodation than they do. Competition between these points would bring down the fares and increase public convenience. I really believe that the adoption of such a plan would restore much of the prosperity of some of the old posting towns, which are now almost out of the world, and develop fresh resources—increasing instead of diminishing the general prosperity. If folks poohpooh the notion, and think trains can only be run on level ground, all I have to say is, that they can be and are run *here*, without being particular to a shade more or less of ascent or descent. The rails are laid in some of the principal thoroughfares of New York city—the carriages in the more crowded parts being drawn by horses; but on the Hudson river line the trains are drawn by what is termed a *dumb engine*; that is to say, it is boxed over to look merely like a car; by which means the noise and escape of the steam are so far concealed as not to alarm the horses attached to other vehicles.——Before the establishment of railways on their present scale, remarks a contemporary, the average fares of mail and stage-coaches, including the allowance to guards and coachmen, which are not chargeable to railway passengers, were as follow:—

	Per 100 miles. s.	d.
Mail (inside)	52	0
,, (outside)	30	0
Fast coach (inside)	48	0
,, (outside)	26	0

The average railway fares for the same distance at present would be as follow:—

	Per 100 miles. s.	d.
Per mail, express, and first-class trains, corresponding with inside coach places	20	0
For second and third-class	11	0

Hence it follows that for every 100 miles travelled by first-class passengers there is a saving in the fare amounting to 30*s.*, and for every passenger of the inferior classes there is a saving amounting to 17*s.* The stage coaches would travel, stoppages included, at 7½ miles an hour, and consequently would require thirteen hours twenty minutes to travel 100 miles. This distance would be travelled on the railway by slow passenger trains in less than five hours, by the faster trains in three hours, and by express trains in a still less time. But let us take it at four hours. Then there will be nine hours and twenty minutes' time saved to each passenger on 100 miles' trip. Now, if we take the value of the time of the class who travel at the average value of 6*s.* per working day of twelve hours, this will be 6*d.* an hour, which will make a saving of 4*s.* 8*d.* for every 100 miles travelled. Finally, every traveller who is detained long upon the road must resort to taverns for refreshment. If he be thirteen hours on the road, he will at least take one meal: many will take two. A traveller, however, who is detained only three or four hours on the road will take none. Let us put down the cost thus incurred at 6*d.* per 100 miles for each passenger—a very low estimate; we shall then have the following account of the amount saved to the public in the two years, ending June 30, 1848, by the railways in passenger traffic as compared with stage coaches, supposing that such an amount of traffic by such means was practicable:—

	£
Fares saved by 354,083,534 first-class passengers, carried one mile, at 3½*d.* per head	5,163,718
Ditto by 1,357,936,966 second and third class passengers, carried one mile at 2*d.* per head	11,316,141
Value of time saved by 1,712,020 passengers travelling 100 miles, at 4*s.* 8*d.* per head	399,417
Tavern expenses on 1,712,020 passengers, travelling 100 miles, at 6*d.* a-head	42,800
Total saving in the two years ending June 30, 1848	£16,922,076

TENDER FOR REPAIRS OF ST. PAUL'S, COVENT GARDEN.

I have anxiously sought in your valuable Journal for the list of competitors for the works to be executed in repairing your parish church (St. Paul's, Covent Garden), but not finding them, I made application to one of the competitors, who favoured me with a copy of the return sent him by Mr. Mosely, of which I forward you a copy. I fully anticipated the surveyor would have furnished you with the statement, as I think the returns of different tenders is most valuable to the parties tendering, and others.

TENDERS.

Lock and Nesham	£652
Mansfield and Son	643
Farmer	625
Derby	587
Harris	563
Chutter	545
Lansdown	528
Weller	457
Howard	407
For the interior only.	
Cooper	187
Bracher	158
Simpson	108

Of the nine competitors for the whole of the works, the average is 556*l.* 8*s.* 5½*d.* (of which the fifth is nearest): by the advertisement the tenders were required in two amounts, viz. for internal and external repairs; the *managers* (who I should conclude to be the churchwardens) reserving to themselves the right of accepting a tender for each. The result, however, is that Messrs. Mansfield and Son's tender has been accepted.

It is very pleasing to find the parish of St. Paul's is in such affluent circumstances as to be able to expend the sum of 86*l.* 11*s.* 6½*d.* above the average of the whole, much more the greater sum of 235*l.* 10*s.* above the lowest tender. If the party, who is a parishioner, and whose tender was the lowest, entertained a desire to benefit the parish from the price or prices he quoted, why not have accepted his offer? It would have been but acting with good and neighbourly feelings. A Subscriber.

Books.

Public Health Act (11 & 12 *Vict. cap.* 63). *Summary of Experience on Disease and Comparative Rates of Mortality.* By Mr. William Lee, Superintending Inspector. London: Eyre and Spottiswoode, for her Majesty's Stationery Office. 1851.

As we long since remarked, there is something extraordinary and inconsistent in the fact that while a single act of individual poisoning, or even a single death by mephitic vapour, excites an outcry throughout the whole country, the clearest proofs, over and over again adduced, that thousands are annually slain by the municipal poison of ill-drained towns are heard with utter apathy; and anything like a popular and general movement towards the removal of the poison, at least, if not towards the punishment of the guilty, was excited with the utmost difficulty, and is scarcely sustainable at all.

The saturation of the subsoil of towns with deadly filth is a mischief which *must*, if allowed to continue, very shortly come to a head in some tremendous visitation of plague, by comparison with which even cholera is as nothing. The cesspool system, since its commencement, may *have been* a palliative, hitherto, that has, so far, fenced with a repetition of the worst and most dread visitations which surface accumulations more readily induced; but only think of the horrid state of things when the subsoil of the metropolis, polluted everywhere with cesspool deposits and imperfect drainage, shall be completely saturated, as it must inevitably come to be in course now of a comparatively short space of time,—as surely, indeed, as that a single cesspool comes at length to be filled, even while spreading and saturating the subsoil in every direction. If Mr. Macaulay's New Zealander ever witness the desolation of London, no cause of its abandonment by the living of that era will equal this in probability and all-sufficient power to turn it into a desolate Upas valley. Be it remembered that the cesspool system had its beginning at no very remote epoch, and as surely as it had a beginning, so surely must it have an ending, in one way or another, either after the recurrence of great and desolating plagues or before them.

Meantime the evidence adduced in this important report leaves not a shadow of doubt that the saturation of the subsoil of towns from want of adequate drainage and the prevalence of the cesspool system is the great cause of the immense excess in the number of deaths in many towns and villages, beyond the general average of mortality not exposed to this particular cause.

Amongst the general suggestions offered to the Central Board of Health in the conclusion of the report, it is justly remarked,—

I. That even if the injury done were confined to the persons creating nuisances, they ought to be compelled to be clean; how much more when the innocent suffer for the guilty. That therefore sanitary measures ought, without exception, to be compulsory; and so far from any injustice being done by compulsory measures, it is a gross injustice to the masses of town populations, who have practically no voice in the matter, that sanitary improvements should be optional.

II. That inasmuch as *the causes of preventible disease* are not peculiar to "towns and populous places," but *consist in the density of the emanations from unremoved filth*, and exist with as fearful consequences in mere villages as in the largest towns, a more comprehensive measure than the Nuisances Removal Act or the Public Health Act, and of general application, is imperatively needed.

III. The actual statistics of sixty-one unimproved registration districts, containing more than a million inhabitants, prove that a much longer duration of life is attained by large masses of people than has been generally understood; and, the points at which preventible mortality commence are lower and more apparent.

IV. That the ages and circumstances at and under which the greatest sacrifice of human life takes place vary in different places; and that at least the Public Health Act ought to be applied, after due inquiry, without petition, wherever it shall appear that upon the average of seven years—

1. The mortality has been greater than 20 to a thousand of the inhabitants; or,
2. The proportion of deaths under one year old to the births has been equal to 1 in 10; or,
3. Where the proportion of deaths from epidemic, endemic, and contagious diseases has been equal to 1 in 400; or,
4. Where the average age of all who have died has not exceeded 35 years; or,
5. Where the average age of the adults who have died has not exceeded 56 years; or,
6. Where the deaths under 20 years of age have exceeded the proportion of 40 per cent. of the whole deaths in the district.

V. That irrespective of the medical considerations connected with improved health and prolonged life, it is manifest that the most perfect sanitary arrangements are the largest pecuniary economy.

By a generalisation from the facts herein-before stated (the reporter adds), it might be deduced that *the cost of preventible disease is equal to the whole public revenue of the country.*

Handbook to the Antiquities in the British Museum; being a Description of the Remains of Greek, Assyrian, Egyptian, and Etruscan Art preserved there. By W. S. W. Vaux, M.A., F.S.A., Assistant in the department of Antiquities, British Museum. With numerous Illustrations. Murray, Albemarle-street. 1851.

The object of the author of this volume is to present the public with a compendious and popular view of one department of the British Museum—that of Antiquities. This he has done by dwelling only on the more important features of the collection, with which he has

For a comprehensive guide on PDF Compression and OCR go to ThePaperlessOffice.org